Lloyd's Register

Rules and Regulations for the Classification of Ships, July 2012

Notice No. 11

Effective Date of Latest Amendments:

See page 1

Issue date: May 2013

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RULES AND REGULATIONS FOR THE CLASSIFICATION OF SHIPS, *July 2012*

Notice No. 11

This Notice contains amendments within the following Sections of the *Rules and Regulations for the Classification of Ships, July 2012*. The amendments are effective on the dates shown:

Part	***Chapter***	***Section***	***Effective date***
1	2	2, 3	1 July 2013
1	3	2, 3, 5, 6, 7, 8, 9	1 July 2013
3	2	3	1 July 2013
3	16	7	1 July 2013
6	2	1	1 July 2013

It will be noted that the amendments also include corrigenda, which are effective from the date of this Notice.

The *Rules and Regulations for the Classification of Ships, July 2012* are to be read in conjunction with this Notice No. 11. The status of the Rules is now:

Rules for Ships	Effective date:	July 2012
Notice No. 1	Effective date:	1 July 2012
Notice No. 2	Effective date:	1 October 2012
Notice No. 3	Effective date:	1 January 2013 & Corrigenda
Notice No. 4	Effective date:	1 January 2013
Notice No. 5	Effective date:	1 January 2013
Notice No. 6	Effective date:	1 January 2013
Notice No. 7	Effective date:	1 July 2013 & Corrigenda
Notice No. 8	Effective date:	1 July 2013 & Corrigenda
Notice No. 9	Effective date:	1 July 2013
Notice No. 10	Effective dates:	1 April 2013 & 1 July 2013
Notice No. 11	Effective date:	1 July 2013

Part 1, Chapter 2
Classification Regulations

Effective date 1 July 2013

■ *Section 2*
Character of classification and class notations

2.3 Class notations (hull)

2.3.17 **ShipRight notations**. The following notations are associated with LR's ShipRight procedures and may be assigned in conjunction with the **ShipRight** notation as considered appropriate by the Classification Committee, on application from the Owners. The requirements pertaining to these notations and the (hull) ShipRight procedures are given in Pt 3, Ch 16.

~~**ShipRight ACS(B,D)**~~	~~This notation (Anti-Corrosion System) will be assigned when coating specification, application and inspection for water ballast tanks (denoted by B) or/and double side skin spaces (denoted by D) have been verified according to ShipRight procedures.~~
~~**ShipRight ACS(C)**~~	~~This notation (Anti-Corrosion System) may be assigned when coating specification application and inspection for cargo oil tanks (denoted by C) have been verified according to ShipRight procedures.~~
~~**ShipRight ACS(V)**~~	~~This notation (Anti-Corrosion System) may be assigned when coating specification application and inspection for void spaces (denoted by V) have been verified according to ShipRight procedures.~~
ShipRight ACS	The ShipRight Anti-Corrosion System notation will be assigned when a specified area or areas of the ship have been protected against corrosion in accordance with ShipRight procedures. The **ShipRight ACS** notation with the extension of one or more of the following associated characters shown in brackets, detailing the specified protected area or areas, may be assigned; **B** for protective coating system of water ballast tanks; **D** for protective coating system of double-side skin spaces; **C** for protective coating system of cargo oil tanks; **C*** when corrosion resistant steel has been used in cargo oil tanks; **V** for protective coating system of void spaces.
ShipRight SDA	This notation (Structural Design Assessment) will be assigned when direct calculations in accordance with the ShipRight procedures have been applied.
ShipRight FDA	This notation (Fatigue Design Assessment) will be assigned when an appraisal has been made of the fatigue performance of the structure in accordance with the ShipRight procedures.
ShipRight FDA plus (years, WW)	This notation (Fatigue Design Assessment plus) will be assigned when an appraisal has been made for a higher level of fatigue performance than that made for the assignment of **ShipRight FDA**.
ShipRight FDA ICE	This notation (Fatigue Design Ice) will be assigned when an appraisal has been made for the fatigue performance of the ship structure when navigating in ice.
ShipRight CM	This notation (Construction Monitoring), which complements the **ShipRight SDA, ShipRight FDA** and **ShipRight FDA plus (*years,WW*)** notations, will be assigned when the controls in construction tolerances detailed in the ShipRight procedures have been applied and verified.

~~2.10 Class notations (materials)~~

~~*2.10.1* The following materials notations are associated with material properties and may be assigned by LR:~~

~~**Z25**~~	~~Steel grade with through thickness properties for normal ship applications, see Ch 3,8 of the *Rules for the Manufacture, Testing and Certification of Materials.*~~
~~**Z35**~~	~~Steel grade with through thickness properties for more severe applications, see Ch 3,8 of *Rules for the Manufacture, Testing and Certification of Materials.*~~

■ *Section 3*
Surveys – General

3.5 Existing ships – Periodical Surveys

3.5.3 The Owner should notify LR whenever a ship can be examined in ~~dry-dock~~ dry dock or on a slipway. A minimum of two Docking Surveys are to be held in each five-year Special Survey period and the maximum interval between successive Docking Surveys is not to exceed three years. One of the two Docking Surveys required in each ~~five year~~ five-year period is to coincide with the Special Survey. Consideration may be given in exceptional circumstances to an extension of ~~this interval not exceeding three months beyond the due date~~ the Docking Survey, not exceeding three months, provided the interval between successive surveys does not exceed 36 months. A definition of 'exceptional circumstances' is given in 3.5.9. The Classification Committee may accept an In-water Survey in lieu of the intermediate docking between Special Surveys, *see* Ch 3,4.3.

An In-water Survey shall not be permitted for ships of 15 years of age and over that are assigned the notation **ESP**. A Docking Survey is considered to coincide with the Special Survey when held within the 15 months prior to the due date of the Special Survey.

Where the Special Survey of the hull is carried out on a Continuous Survey basis, as given in 3.5.14, the survey in ~~dry-dock~~ dry dock may be held at any time within the five-year cycle.

3.5.24 Where any inert gas system is fitted for the protection of cargo tanks on board a ship intended for the carriage of oil or liquid chemicals in bulk, the system is to be surveyed annually in accordance with the requirements of Ch 3,~~2.2.27~~ 2.2.32. In addition, on ships to which an **IGS** notation has been assigned, a Special Survey of the inert gas plant is to be carried out at intervals not exceeding five years, in accordance with the requirements of Ch 3,18.

3.8 Withdrawal/Suspension of class

3.8.5 When, in accordance with ~~Section 3.4.3~~ 3.4.4 above of the Regulations, a condition of class is imposed, this will be assigned a due date for completion and the ship's class may be suspended if the condition of class is not dealt with, or postponed by agreement, by the due date.

3.8.12 When a ship is intended for a demolition voyage with any Periodical Survey overdue, the ship's class suspension may be held in abeyance and consideration may be given to allow the ship to proceed on a single direct ballast voyage from the lay up or final discharge port to the demolition yard, provided the attending Surveyor finds the ship in a satisfactory condition to proceed for the intended voyage, at the discretion of the Classification Committee.

3.8.13 When a ship is intended for a single voyage from 'laid-up' position to repair yard with any Periodical Survey overdue, the ship's class suspension may be held in abeyance and consideration may be given to allow the ship to proceed on a single direct ballast voyage from the site of lay up to the repair yard, upon agreement with the Flag Administration, at the discretion of the Classification Committee. This is provided the ship is found in a satisfactory condition by surveys, the extent of which are to be based on surveys overdue and duration of lay-up.

~~*3.8.12*~~ *3.8.14* For reclassification and reinstatement of class, *see* 3.3.2.

Part 1, Chapter 3
Periodical Survey Regulations

Effective date 1 July 2013

■ *Section 2*
Annual Surveys – Hull and machinery requirements

2.2 Annual Surveys

2.2.28 The examination of salt-water ballast tanks is to be carried out as follows:

(a) Salt-water ballast tanks, other than ~~independent~~ double bottom ballast tanks, on all ships (excluding oil tankers and chemical tankers) where it has been identified at a previous Special Survey or Intermediate Survey that:
  (i) A hard protective coating has not been applied from the time of construction; or
  (ii) A soft or semi-hard coating has been applied; or
  (iii) A hard protective coating is found to be in POOR condition, as defined in 1.5, and the hard protective coating is not repaired to the satisfaction of the Surveyor.
  If the conditions listed above are applicable to ~~independent~~ double bottom ballast tanks, then these tanks may be subject to examination at the Annual Survey at the discretion of the Surveyor.

(b) Salt-water ballast tanks on oil tankers (including ore/oil and ore/bulk/oil ships) and chemical tankers where it has been identified at a previous Special Survey or Intermediate Survey that:
  (i) A hard protective coating has not been applied from the time of construction; or
  (ii) A soft or semi-hard coating has been applied; or
  (iii) The hard protective coating is found to be in less than GOOD condition, as defined in 1.5, and the hard protective coating is not repaired to the satisfaction of the Surveyor.

(c) The examination of the salt-water ballast tanks, in accordance with the above, is to include thickness measurements to confirm the condition of the hull structure.

■ Section 3
Intermediate Surveys – Hull and machinery requirements

3.2 Intermediate Surveys

3.2.5 For salt-water ballast tanks on those ships not listed in 3.2.4, the condition of the corrosion prevention system identified during the Survey may result in the tanks being subject to further examination at Annual Surveys, in accordance with 2.2.28. For ~~independent~~ double bottom ballast tanks, the examination at Annual Surveys will be at the discretion of the Surveyor.

■ Section 5
Special Survey – General – Hull requirements

5.3 Examination and testing

5.3.4 For those ships not listed in 5.3.3, the condition of the corrosion prevention system, where provided, in salt-water ballast tanks is to be examined. When considered necessary by the Surveyor, thickness measurements are to be carried out. The condition of the corrosion prevention system identified during the Survey may result in the salt-water ballast tanks being subject to further examination at Annual Surveys, in accordance with 2.2.28. For ~~independent~~ double bottom ballast tanks, the examination at Annual Surveys will be at the discretion of the Surveyor.

5.6 Thickness measurement

Table 3.5.3 Thickness measurement – General (*Part only shown*)

Special Survey I (Ships 5 years old)	Special Survey III (Ships 15 years old)	Special Survey IV and subsequent (Ships 20 years old and over)
	(3) All transverse webs with associated plating and longitudinals, and the transverse bulkhead complete in the fore peak tank and aft peak tank, ~~(~~*see* Notes 3 and 5~~)~~	

Table 3.5.5 Thickness measurement – General dry cargo ships (*Part only shown*)

Special Survey I (Ships 5 years old)	Special Survey III (Ships 15 years old)	Special Survey IV and subsequent (Ships 20 years old and over)
	(6) All transverse webs with associated plating and longitudinals, and the transverse bulkhead complete in the fore peak tank and aft peak tank, *see* Notes 3 and 6.	(6) Remaining exposed main deck plates not considered in item (3) and representative ~~Representative~~ exposed superstructure deck plating (i.e., poop, bridge and forecastle deck).

Section 6
Special Survey – Bulk carriers – Hull requirements

6.7 Thickness measurement

Table 3.6.4 **Thickness measurement – Single skin and double skin bulk carriers** (*Part only shown*)

Special Survey I (Ships 5 years old)	Special Survey III (Ships 15 years old)	Special Survey IV and subsequent (Ships 20 years old and over)
	(6) All transverse webs with associated plating and longitudinals, and the transverse bulkhead complete in the fore peak tank and aft peak tank, *see* Notes 1 and 3.	

Section 7
Special Survey – Oil tankers (including ore/oil ships and ore/bulk/oil ships) – Hull requirements

7.7 Thickness measurement

Table 3.7.6 **Thickness measurement – Single hull and double hull oil tankers, ore/oil ships and ore/bulk/oil ships** (*Part only shown*)

Special Survey I (Ships 5 years old)	Special Survey III (Ships 15 years old)	Special Survey IV (Ships 20 years old and over)
	(6) All transverse webs with associated plating and longitudinals, and the transverse bulkhead complete in the fore peak tank and aft peak tank, *see* Notes 1 and 4	

Section 8
Special Survey – Chemical tankers – Hull requirements

8.7 Thickness measurement

Table 3.8.4 **Thickness measurement – Single and double hull chemical tankers** (*Part only shown*)

Special Survey I (Ships 5 years old)	Special Survey III (Ships 15 years old)	Special Survey IV (Ships 20 years old and over)
	(5) All transverse webs with associated plating and longitudinals, and the transverse bulkhead complete in the fore peak tank and aft peak tank, *see* Notes 1 and 4	

■ *Section 9*
Ships for liquefied gases

9.13 Thickness measurement

Table 3.9.3 Thickness measurement – Ships for liquefied gases (*Part only shown*)

Special Survey I (Ships 5 years old)	Special Survey III (Ships 15 years old)	Special Survey IV and subsequent (Ships 20 years old and over)
	(5) All transverse webs with associated plating and longitudinals, and the transverse bulkhead complete in the fore peak tank and aft peak tank, *see* Notes 1 and 4	

Part 3, Chapter 2
Materials

Effective date 1 July 2013

■ *Section 3*
Corrosion protection

3.6 ~~Protective coatings for dedicated sea water ballast tanks of all types of ships and double-side skin spaces of bulk carriers~~ Application of coatings and alternative means of protection

3.6.1 For ships that are required to comply with IMO Resolution MSC.215(82), *Performance Standards for Protective Coatings*, all dedicated sea-water ballast tanks of all types of ships and double-side skin spaces of bulk carriers are to comply with all of the requirements of the Resolution, *see* ShipRight ~~procedure~~ Procedure *Anti-Corrosion Systems Notation~~s~~*.

3.6.2 For ships that are required to comply with IMO Resolution MSC.288(87), *Performance Standard for Protective Coatings for Cargo Oil Tanks of Crude Oil Tankers*, all cargo oil tanks are to comply with all of the requirements of the Resolution, *see* ShipRight Procedure *Anti-Corrosion System Notation*.

3.6.3 For ships that are required to comply with the IMO Resolution MSC.289(87), *Performance Standard for Alternative Means of Corrosion Protection for Cargo Oil Tanks of Crude Oil Tankers*, by application of Corrosion Resistant Steel, *see* Ch 3,1.3 of the Rules for Materials, all cargo oil tanks are to comply with all of the requirements of the Resolution, *see* ShipRight Procedure *Anti-Corrosion System Notation*.

3.6.4 For ships that are required to comply with IMO Resolution MSC.244(83), *Adoption of Performance Standard for Protective Coatings for Void Spaces on Bulk Carriers and Oil Tankers*, all void spaces are to comply with all of the requirements of the Resolution, *see* ShipRight Procedure *Anti-Corrosion System Notation*.

~~3.6.2~~ 3.6.5 For ships that are not required to comply with the IMO Resolution MSC.215(82), *Performance Standards for Protective Coatings*, all sea-water ballast spaces having boundaries formed by the hull envelope are to have an efficient protective coating, epoxy or equivalent, applied in accordance with the manufacturer's recommendations, *see* ShipRight ~~procedure~~ Procedure *Protective Coatings in Water Ballast Tanks (PCWBT)*.

Existing paragraph 3.6.3 *has been renumbered* 3.6.6.

Part 3, Chapter 16

ShipRight Procedures for the Design, Construction and Lifetime Care of Ships

Effective date 1 July 2013

■ *Section 7*

~~Protective coating in water ballast tanks and double-side skin spaces~~ Corrosion protection of internal tanks and spaces

7.1 Protective coating systems in dedicated ~~sea water~~ sea-water ballast tanks and double-side skin spaces – ShipRight Notations ACS(B) or ACS(B,D)

7.1.1 For ships that are required to comply with IMO Resolution MSC.215(82), ~~Performance Standards for Protective Coatings~~ *Performance Standards for Protective Coatings*, ~~or IACS Common Structural Rules,~~ all dedicated sea-water ballast tanks for all ship types and double-side skin spaces of bulk carriers are to have approved coating systems applied according to ShipRight Procedure ~~Anti-Corrosion Systems Notations~~ *Anti-Corrosion Systems Notation*.

~~7.2 Protective coating systems in dedicated sea water ballast tanks – Descriptive note PCWBT~~

~~*7.2.1* For ships that are not required to comply with IMO Resolution MSC.215(82), Performance Standards for Protective Coatings, or IACS Common Structural Rules, all sea water ballast spaces having boundaries formed by the hull envelope are to have a corrosion protection coating applied, see ShipRight procedure Protective Coatings in Water Ballast Tanks **(PCWBT)**.~~

~~*7.2.2* Where requested, a descriptive note **PCWBT** (Protective Coating in Water Ballast Tanks), will be entered in column 6 of the Register Book to indicate that all sea water ballast spaces having boundaries formed by the hull envelope have a corrosion protection coating applied, and that the coating remains efficient and is maintained in good condition. If the coatings have broken down, particularly at more critical areas, and no effort is being made to maintain the coatings, then this note will be placed in parentheses, i.e. **(PCWBT)**. In either case, the date of the last survey will be placed in parentheses after the note.~~

~~7.3~~ 7.2 Protective coating systems in the cargo oil tanks of crude oil tankers – ShipRight Notation ACS(C)

~~*7.3.1*~~ *7.2.1* For ships that are required to comply with IMO Resolution MSC.291(87), *Adoption of Amendments to the International Convention for the Safety of Life at Sea, 1974*, as amended, Owners may request to receive the optional notation **ShipRight ACS(C)**, which indicates that the cargo oil tanks are protected in compliance with IMO Resolution MSC.288(87), *Performance Standard for Protective Coatings for Cargo Oil Tanks of Crude Oil Tankers*, *see* ShipRight Procedure *Anti-Corrosion System Notations*.

~~*7.3.2*~~ *7.2.2* **ShipRight ACS(C)** will be entered in Column 4 of the *Register Book* to indicate that the ship's cargo oil tanks are protected using approved materials in accordance with IMO Resolution MSC.291(87), *Adoption of Amendments to the International Convention for the Safety of Life at Sea*, 1974, as amended.

~~*7.3.3*~~ *7.2.3* When in compliance with IMO Resolution MSC.291(87), but the **ShipRight ACS(C)** ~~procedure~~ notation is not requested, this compliance may be indicated on the applicable certification.

7.3 Alternative means of corrosion protection for cargo oil tanks in crude oil tankers – ShipRight notation ACS(C*)

7.3.1 For ships that are required to comply with the IMO Resolution MSC.291(87), *Adoption of Amendments to the International Convention for the Safety of Life at Sea, 1974*, as amended, Owners may request to receive the optional notation **ShipRight ACS(C*)**, which indicates that all cargo tanks are protected in accordance with IMO Resolution MSC.289(87) *Performance Standard for Alternative Means of Corrosion Protection for Cargo Oil Tanks of Crude Oil Tankers*, by application of Corrosion Resistant Steel, *see* Ch 3,1.3 of the Rules for Materials and ShipRight Procedure *Anti-Corrosion System Notation*.

7.3.2 **ShipRight ACS(C*)** will be entered in Column 4 of the *Register Book* to indicate that the ship's cargo oil tanks are protected using approved materials in accordance with IMO Resolution MSC.291(87), *Adoption of Amendments to the International Convention for the Safety of Life at Sea, 1974*, as amended.

7.3.3 When in compliance with IMO Resolution MSC.291(87), but the **ShipRight ACS(C*)** notation is not requested, this compliance may be indicated on the applicable certificate.

7.4 Protective coatings for void spaces on bulk carriers and oil tankers – ShipRight Notation ACS(V)

7.4.3 When in compliance with IMO Resolution MSC.244(83), but the **ShipRight ACS(V)** notation is not requested, this compliance may be indicated on the applicable certificate.

7.5 Protective coating systems in dedicated sea-water ballast tanks – Descriptive note PCWBT

7.5.1 For ships that are not required to comply with IMO Resolution MSC.215(82), *Performance Standards for Protective Coatings*, all sea-water ballast spaces having boundaries formed by the hull envelope are to have a corrosion protection coating applied, *see* ShipRight Procedure *Protective Coatings in Water Ballast Tanks (PCWBT)*.

7.5.2 Where requested, a descriptive note **PCWBT** (Protective Coating in Water Ballast Tanks) will be entered in column 6 of the *Register Book* to indicate that all sea-water ballast spaces having boundaries formed by the hull envelope have a corrosion protection coating applied, and that the coating remains efficient and is maintained in good condition. If the coatings have broken down, particularly at more critical areas, and no effort is being made to maintain the coatings, then this note will be placed in parentheses, i.e., **(PCWBT)**. In either case, the date of the last survey will be placed in parentheses after the note.

Part 6, Chapter 2
Electrical Engineering

Effective date 1 July 2013

■ *Section 1*
General requirements

1.1 General

1.1.4 Electrical services essential for safety are to be maintained under ~~various emergency~~ declared normal and reasonably foreseeable abnormal conditions.

1.2 ~~Plans~~ Documentation required for design review

1.2.1 The ~~plans and particulars~~ documentation described in 1.2.2 to 1.2.17 ~~are~~ is to be submitted for design review.

1.2.2 Single line ~~diagram~~ diagrams of main, ~~and~~ emergency and transitional power and lighting systems which ~~is~~ are to include:

(a) ratings of machines, transformers, batteries and semi-conductor converters;
(b) all feeders connected to the main and emergency switchboards;
(c) section boards and distribution boards;
(d) insulation type, size and current loadings of cables;
(e) make, type and rating of circuit-breakers and fuses~~.~~ ;
(f) details of harmonic filters (where fitted)~~.~~ ; and
(g) details of power supply arrangements used for control systems.

1.2.3 A functional description of operation of the main, ~~and~~ emergency and transitional electrical power systems, which is to include:

(a) the operating philosophy of the main, emergency and transitional electrical power systems under normal and reasonably foreseeable abnormal conditions:
(b) degraded modes of operation;
(c) load management and load sharing philosophy; and
(d) protection philosophy.

1.2.5 Simplified diagrams of generator circuits, interconnector circuits and feeder circuits showing:

(a) protective devices, e.g. short-circuit, overload, reverse power protection;
(b) instrumentation and synchronising devices;
(c) preference tripping;
(d) remote stops~~;~~ and fire safety stops; and
(e) earth fault indication/protection.

1.2.6 Calculations of short-circuit currents at main, ~~and~~ emergency and transitional switchboards and section boards including those fed from transformers, details of circuit-breaker and fuse operating times and discrimination curves showing compliance with 6.1 and 11.6.2.

1.2.10 For ships with electrical propulsion systems, a functional description is to be provided which includes:

(a) the operating philosophy of the propulsion control systems under normal and reasonably foreseeable abnormal operating conditions;
(b) degraded modes of operation;
(c) protection philosophy;
(d) earthing philosophy; and
(e) harmonic analysis, including loss of harmonic filters. *See also* 1.8.3.

~~*1.2.10*~~ *1.2.11* Simplified circuit diagram of electrical propulsion system (where fitted) giving details of:

(a) ratings of electrical machines, transformers, batteries, harmonic filters, dynamic braking assemblies and semi-conductor converters;
(b) lubrication and cooling arrangements, where provided;
(c) insulation type, size and current loadings of cables;
(d) make, type and rating of circuit-breakers and fuses;
(e) instrumentation and protective devices;
(f) earth fault indication/protection;
(g) propulsion control systems, and the procedures used to ensure that there is satisfactory control of the design in relation to the requirements of Section 16,4; and
(h) harmonic analysis.

Existing paragraph 1.2.11 *has been renumbered* 1.2.12.

~~*1.2.12*~~ *1.2.13* Evidence of the suitability of electrical and electronic equipment for use in protected areas and adjacent areas, as required by 17.3.9 and 17.3.10, including a schedule of electrical and electronic equipment located in protected areas and adjacent areas, and general arrangement plans showing the coverage of the protected areas and adjacent areas. *See also* 1.11.

~~*1.2.13* A test schedule which is to include the method of testing and the test facilities which are provided for the general emergency alarm system and the public address system.~~

~~*1.2.16* General arrangement plans showing the location of propulsion generators, motors, transformers, semiconductor converters, dynamic braking equipment, reactors and filters. The information supplied is also to include cable routes to show compliance with 11.8, as applicable.~~

~~*1.2.17*~~ *1.2.16* For high voltage rotating machines, type test reports for stator insulation systems, *see* 9.1.14.

1.3 ~~Plans~~ Documentation required for supporting evidence

1.3.1 The ~~plans~~ documentation and particulars in 1.3.2 to 1.3.5 are to be submitted as supporting evidence.

1.3.3 In order to establish compliance with 1.11.2 and 5.1.4 to 5.1.6, a general arrangement plan of the ship showing the location of major items of electrical equipment, for example:

- main and emergency generators;
- transitional source of supply (where fitted);
- switchboards;
- section boards and distribution boards supplying essential and emergency services;
- emergency batteries;
- motors for emergency services; ~~and~~
- propulsion motors;
- propulsion transformers;
- propulsions semiconductor converters;
- dynamic braking equipment;
- reactors;
- harmonic filters; and
- cable routes between these items of equipment.

Cross-references

Section numbering in brackets reflects any Section renumbering necessitated by any of the Notices that update the current version of the Rules for Ships.

Part 6, Chapter 2

17.3.9	1.2.12 *now reads* 1.2.13

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